

Strategic Regional Arterial

US Route 6/Illinois Route 7

from Cedar Road to Illinois Route 83 (Torrence Avenue)

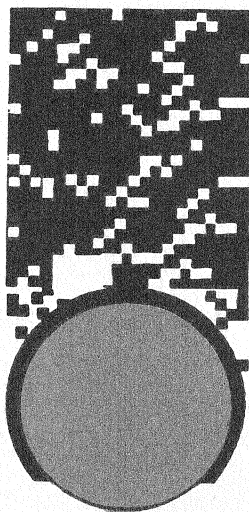
Caton Farm Road/Bruce Road

from Illinois Route 59 to Cedar Road

Cedar Road

from Bruce Road to Illinois Route 7

FINAL REPORT



**Operation
GreenLight**

Illinois Department of Transportation
February, 1995

FOREWORD

The US Route 6 corridor is designated as a Strategic Regional Arterial from Illinois Route 59 in Will County to Illinois Route 83/Torrence Avenue in Calumet City. While it is referred to as the US Route 6 corridor, this SRA travels along several roadways. Starting from the west, it follows Caton Farm Road, Bruce Road, Cedar Road, Illinois Route 7, 159th Street, 162nd Street, and River Oaks Drive.

This Strategic Regional Arterial (SRA) Report has been prepared for the Illinois Department of Transportation and the SRA Subcommittee of the Chicago Area Transportation Study by Meridian Engineers & Planners, Inc.

The US Route 6 SRA is intended to function as part of a regional arterial system. It, along with other SRA routes and the regional expressway and transit systems, will provide a network to carry high-volumes of long-distance traffic. This report is one element of a long-range plan for all routes in the SRA network. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

Included in this report are: a description of the SRA study objectives and process; a detailed explanation and analysis of the existing route conditions; recommendations for improvements; and documentation of the process including comments received.

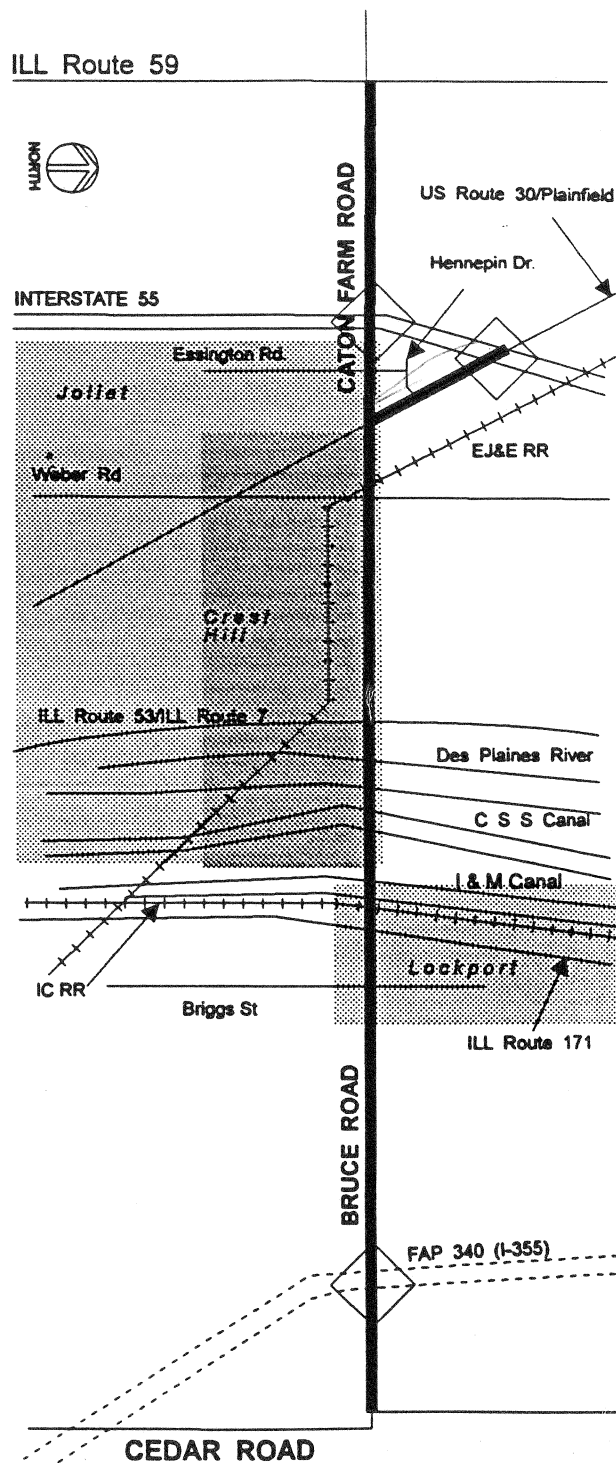
Information regarding the study and this report are available from the Illinois Department of Transportation, through the SRA Project Manager - Mr. Rich Starr, 708/705-4095.

EXECUTIVE SUMMARY

SRA studies during the last twenty-four months have resulted in the following specific segment recommendations for this route's nine segments.

Segment 1: Caton Farm Road/Bruce Road from Illinois Route 59 to Cedar Road; and US Route 30 from Interstate 55 to Caton Farm Road (an SRA Connector)

- Develop four 12 ft. through lanes, raised median and curb and gutter in a right-of-way expanded to 80 ft. or 100 ft. along Caton Farm Road/Bruce Road.
- Develop four 12 ft. through lanes, mountable median and curb and gutter in a right-of-way expanded to 90 ft. or 125 ft. along US Route 30 from Caton Farm Road to Hennepin Drive (SRA Connector).
- Improve signalized intersections on Caton Farm Road/Bruce Road at Illinois Route 59, Essington Road, Plainfield Road and Weber Road.
- Provide signals at proposed Interstate 55 interchange ramps, Illinois Routes 53/7, Illinois Route 171/Collins Street, Briggs Street and Cedar Road as warranted.
- Manage access with right-in/right-out only; median breaks limited to important intersections and 1/4 mile intervals.
- Provide park-and-ride facilities at Illinois Route 59, the future I-355 interchange and US Route 30 at I-55.
- Provide bridge over Des Plaines River Valley to a new Bruce Road alignment as proposed in Lockport Township Study, 1991.
- Coordinate pedestrian/bicycle linkages with existing and proposed paths in I&M National Heritage Corridor.
- Widen structures over Du Page River, Interstate 55, and two locations of Fraction Run.
- Replace structure over EJ&E Railroad.

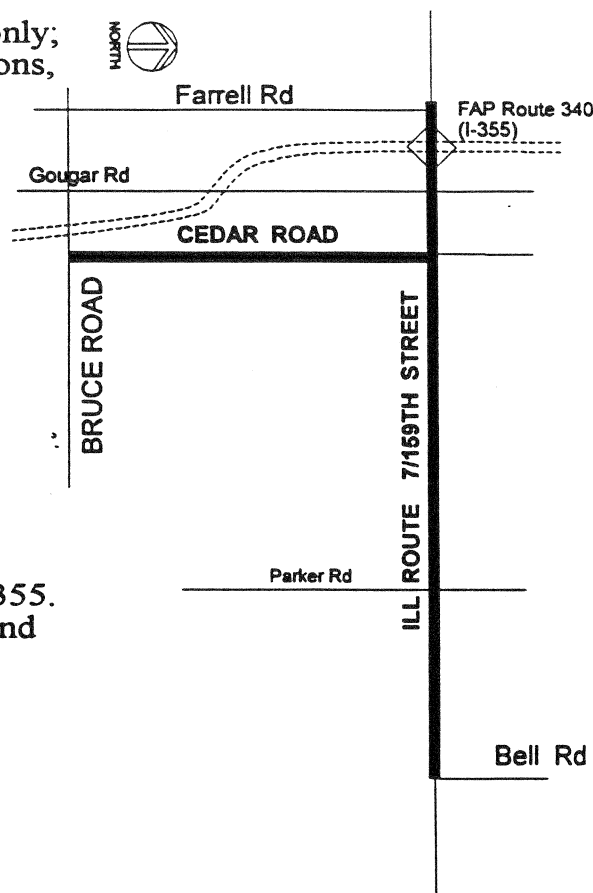


Segment 2: Cedar Road from Bruce Road to Illinois Route 7/159th Street

- Develop four 12 ft. through lanes, raised median and curb and gutter in a right-of-way limited to 100 ft.
- Manage access with right-in/right-out only; median breaks limited to key intersections, Homer Township Fire Department and Luther J. Schilling School.

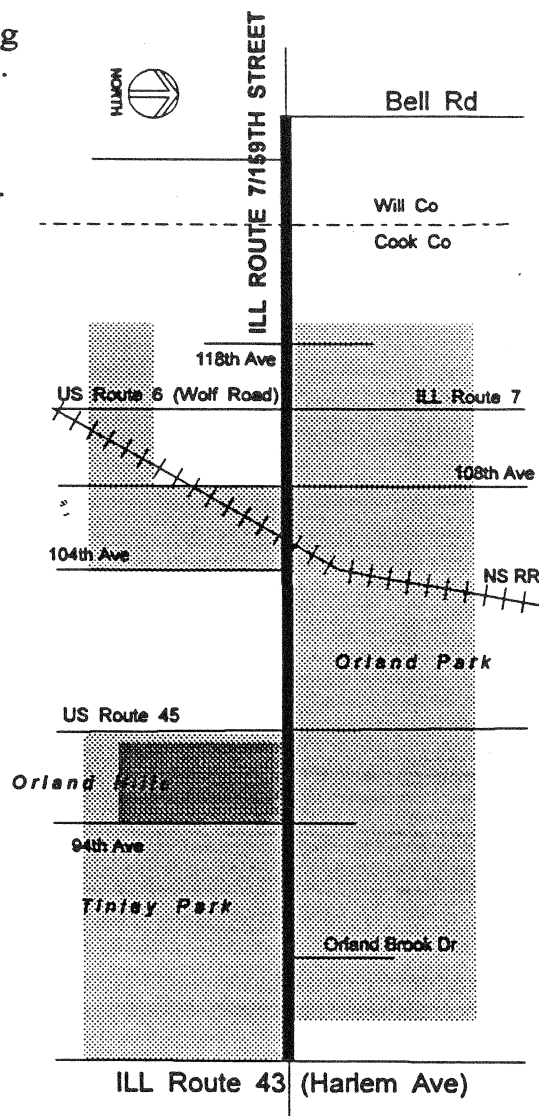
Segment 3: Illinois Route 7/159th Street from Cedar Road to Bell Road and from Farrell Road to Cedar Road as an SRA Connector

- Develop four 12 ft. through lanes, raised median, curb and gutter in the existing 100 ft. right-of-way.
- Coordinate interchange with proposed FAP Route 340 (I-355), including expanding the right-of-way to 200 ft. within the interchange limits.
- Provide a park-and-ride facility near I-355.
- Provide traffic signals at Farrell Road and Parker Road as warranted.
- Improve signalized intersection at Cedar Road.
- Manage access with right-in/right-out movements at select unsignalized intersections and median breaks spaced at 1/4 to 1/2 mile intervals.



Segment 4: Illinois Route 7/159th Street from Bell Road to Illinois Route 43/Harlem Avenue

- Develop four 12 ft. through lanes, raised median and curb and gutter in the existing 100 ft. right-of-way west of US Route 45. Utilize a 4 ft. raised median from 104th Avenue to Ravinia Avenue.
- Develop six 12 ft. through lanes, raised median and curb and gutter, in a right-of-way expanded to 120 ft. east of US Route 45.
- Improve signalized intersections at Bell Road, US Route 6/Wolf Road, 108th Avenue, US Route 45/96th Avenue and Illinois Route 43/Harlem Avenue.
- Provide signals at Will-Cook Road and Orland Brook Drive as warranted.
- Coordinate with Orland Park's realignment of 118th Avenue to Will-Cook Road intersection.
- Provide park-and-ride facilities at Bell Road and US Route 45/96th Avenue.
- Manage access with right-in/right-out only; median breaks limited to select unsignalized intersection at 1/4 and 1/2 mile intervals.
- Widen structure at 104th Avenue and provide new structure over NS Railroad.
- Coordinate additional pedestrian/bicycle linkages with existing and proposed paths near Wolf Road and the Spring Creek Greenway.

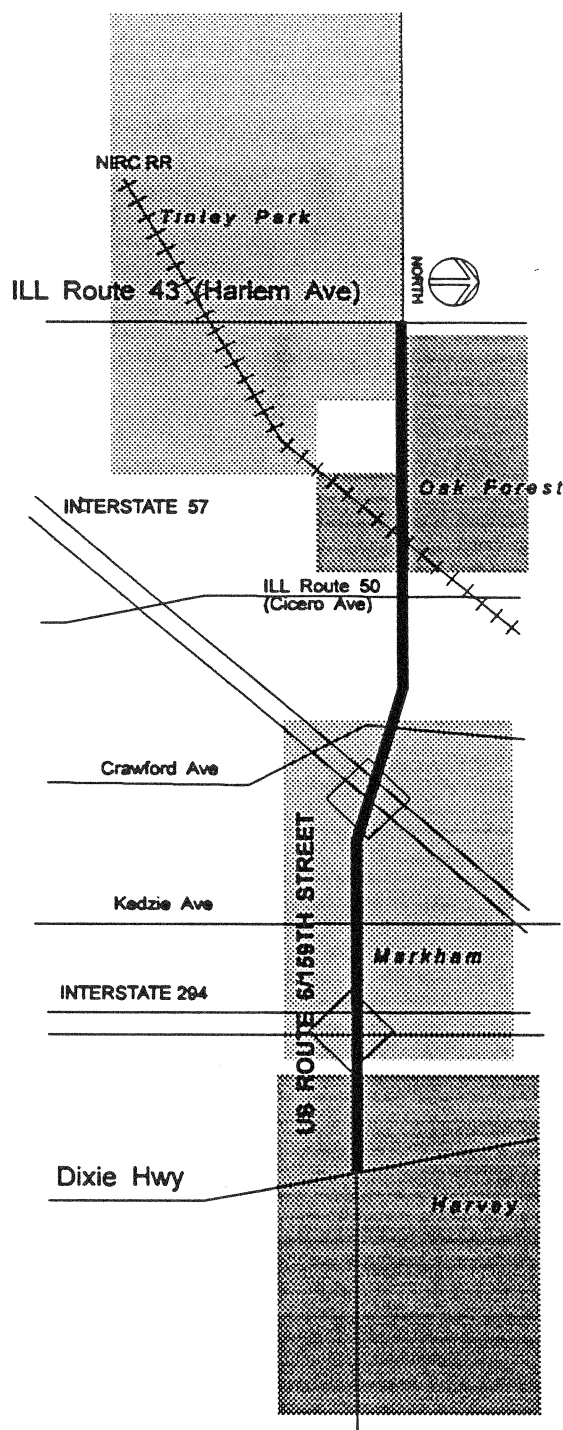


Segment 5: US Route 6/159th Street from Illinois Route 43/Harlem Avenue to Interstate 57

- Develop six 12 ft. through lanes, raised median and curb and gutter between Illinois Route 43/Harlem Avenue and Oak Park Avenue in a right-of-way expanded to 120 ft.
- Maintain four 12 ft. through lanes, flush median and curb and gutter in the existing 80 ft. to 100 ft. right-of-way between Oak Park Avenue and Interstate 57.
- Improve signalized intersections at Oak Park Avenue, Cicero Avenue and Crawford Avenue/Pulaski Road.
- Provide new structure carrying NIRC RR over US Route 6.
- Provide park-and-ride facility near Illinois Route 43.

Segment 6: US Route 6/159th Street from Interstate 57 to Dixie Highway

- Maintain four 12 ft. through lanes, flush median and curb and gutter from Interstate 57 to Kedzie Avenue and from Interstate 294 to Dixie Highway.
- Maintain four 12 ft. through lanes, one 12 ft. auxiliary lane eastbound, raised median and curb and gutter from Kedzie Avenue to Interstate 294.
- Manage access near Canterbury Shopping Center through the use of two median breaks and a signalized intersection.
- Provide a park-and-ride lot near I-294.
- Expand right-of-way to 100 ft. from Interstate 294 to Dixie Highway.

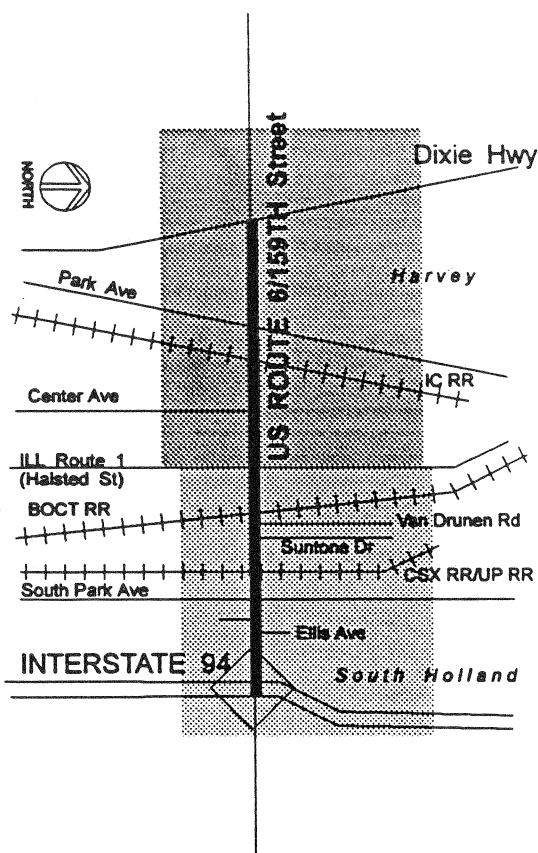


Segment 7: US Route 6/159th Street from Dixie Highway to Illinois Route 1/Halsted Street

- Develop four 11 ft. through lanes, flush median and curb and gutter in the proposed 76 ft. to 83 ft. right-of-way from Dixie Highway to Center Avenue.
- Develop four 11 ft. through lanes, flush median and curb and gutter in the expanded 76 ft. right-of-way from Center Avenue to Illinois Route 1/Halsted Street.
- Improve signalized intersections at Dixie Highway and Park Avenue.
- Provide park-and-ride facility near Dixie Highway.
- Replace structures carrying Illinois Central Railroad and Metra over US Route 6/159th Street.

Segment 8: US Route 6/159th Street from Illinois Route 1/Halsted Street to Interstate 94

- Develop four 12 ft. through lanes, flush median and curb and gutter in the existing 100 ft. right-of-way.
- Improve signalized intersections at Illinois Route 1/Halsted Street and Chicago Road/South Park Avenue.
- Consider structure over BOCT Railroad and adjacent access modifications for post 2010 improvement.



Segment 9: US Route 6/159th Street from Interstate 94 to Illinois Route 83/Torrence Avenue.

- Develop six 12 ft. through lanes, raised median and curb and gutter in a right-of-way expanded to 120 ft. from Interstate 94 to Paxton Avenue and 110 ft. from Paxton Avenue to Illinois Route 83/Torrence Avenue.
- Avoid right-of-way takes in Cook County Forest Preserve Property.
- Improve signalized intersection at Illinois Route 83/Torrence Avenue.
- Widen structures over Little Calumet River.
- Provide right-in/right-out access only except at signalized intersections.

